

CAR SERVICE INQUIRY.

DEMURRAGE PROBE, TOO.

Uptate Public Service Board to Hold Hearings Throughout State.

(By Telegraph to The Tribune.)

Albany, July 20.—Notices were sent to shippers and manufacturers all over the state by the upstate Public Service Commission to-day saying that an investigation of car service and demurrage had been begun under the public service commission law. Under that law the commission has broad authority to take up these important subjects in every phase, to investigate and to make and enforce regulations governing the furnishing of cars and their use and demurrage charges.

Hearings will be held in different parts of the state, at which the commission desires the attendance of shippers and manufacturers with specific information. The inquiry will be directed especially toward learning the exact conditions as to car service and the particular features in which the railroads fail to meet the demands of shippers. The subject of demurrage charges, which underlies all this question, will not obtain so much attention at first, the understanding is, as the pursuit of knowledge which will show the exact faults of the railroads' service to shippers and small consumers and the efforts to right these abuses immediately.

This inquiry is the first subject of general importance taken up by the upstate commission. It is one which, it is known here, has engaged Governor Hughes' attention for careful study, and the attention of the commission was called to the importance of this problem early in its existence. For several years complaints to the old Railroad Commission had been numerous, especially from farmers and produce men and small manufacturers in outlying districts of the state, that cars never could be obtained as promptly as wanted, nor frequently in the number desired. Farmers in some parts of the state have been forced to let valuable crops rot in part because they were unable to obtain proper transportation facilities to get their products to a market. Another phase of this subject has been the delay to shippers by the sidetracking of cars and the delaying of cars consigned to manufacturers and dealers in smaller towns. Sometimes complaints have been made that freight was dumped on such manufacturers by three and four cars at a time, swamping their facilities for unloading the cars and compelling them to pay demurrage charges.

At present practically the whole question of demurrage, and therefore practically of car service in this state, is in the hands of three associations whose members are the railroads. They are the Central New York Car Service Association, with offices in this city; the Western New York Car Service Association, with offices in Buffalo; and the New York and New Jersey Car Service Association. These organizations make the rules governing demurrage charges. The various railroads, through the Car Service Association, employ one agent to collect demurrage charges for all, thus putting the shipper into their hands even if he has two or three railroads at his disposal. Changes have been made that they frequently establish an "embargo" against producers, manufacturers or shippers in a certain part of the state if the consignees of these shippers are not able or do not unload the cars promptly, thus shutting off the shipper on account of the actions of persons entirely beyond his control. The old Railroad Commission never had any particular authority to deal with this subject, and although complaints of all sorts were numerous never took it up especially, though legislation dealing with it was recommended.

The notice sent broadcast to shippers by the commission was as follows:

Notice is hereby given that this commission has undertaken the investigation of car service and demurrage charges pursuant to the provisions of Chapter 429 of the laws of 1907, and that beginning about September 1, 1907, public hearings will be given therein. The general object of such hearings is to enable the commission to ascertain the actual workings of the rules and regulations adopted, and now in force, in these matters by corporations operating in the Second District, the grievances of shippers and consignees and the most practicable methods of redressing any such grievances. Persons and corporations desiring to be heard are respectfully requested to collect, collate and arrange in writing their views and suggestions, and to bring them to the attention of the commission, in the most concise and orderly form possible. Vague or general statements will be of no assistance to the commission, and will tend to delay rather than expedite the inquiry.

Information is desired upon the following points, which are suggested, as a few examples, for the purposes of indicating that parties having grievances should state clearly the specific grounds of complaint and offer concise suggestions, if any, as to remedies.

(a) To what extent have shippers and receivers of freight suffered (a) from bunching of cars on delivery, (b) from failure to furnish cars with a reasonable promptness, from failure to forward cars with proper dispatch.

(b) What rules should be adopted to cover the foregoing cases.

(c) Should the local agent be permitted for any reason to extend the free time allowed for loading and unloading, and if so, for what reason.

(d) What extension of free time should be permitted by reason of weather conditions.

Those interested in the proposed inquiry will be guided by the following suggestions:

1. Hearings will be held in various places in the state to be designated by the commission. Ample notice of the times and places will be given through the press and in such other manner as is deemed most adequate.

2. Persons and organizations desiring a hearing at any given place should file a written application therefor at once to enable the commission to arrange a schedule of hearings.

3. Persons desiring to present for consideration any proposed rule or regulation should formulate the same and submit them, together with a written statement of the reasons favorable to its adoption.

4. Railroads and car service managers will be required to prepare and furnish tabulated information regarding the practical workings of the rules now in force by the respective companies. Any suggestion as to data desired to be supplied by the railroads and car service managers should be submitted at once.

5. All communications in respect hereto should refer to "Circular No. 2," and be addressed to the secretary of Public Service Commission of the 2d District, Capitol, Albany.

ATCHISON TREASURY SUPPLIED.

Report That Road Has Plenty of Ready Money for Present Needs.

An official of the Atchison said yesterday that the company had more than \$15,000,000 cash in its treasury, including the \$5,000,000 or \$4,000,000 proceeds of the recent bond issue to stockholders, and was therefore not in any immediate need of money. He said that all the bonds had been sold to stockholders or those holding the "rights," and that no steps had been taken as yet to sell the unsubscribed portion of the \$20,000,000 issue. There was no truth, he said, in the report that the executive committee will meet on Wednesday to consider the sale of the remainder of the bonds.

It was officially announced that subscriptions for \$5,000,000 had been received, and that delayed subscriptions might bring the total close to \$10,000,000. It is understood that some of the subscriptions have been paid in full.

IS YOUR FRIEND ABROAD?

And would you like to reach him?

Inquire at the main office of

THE TRIBUNE

Where no doubt a schedule of his trip will be on file.

IRON AND STEEL GAINS.

June Exceeded May in Exports Over 90 Per Cent.

According to official statistics the exports of finished iron and steel material through New York and other Eastern seaboard points show an increase of more than 90 per cent compared with the previous thirty days. There were 38,641 tons of rails, billets, wire, nails, pipe and structural material, assigned to foreign countries in June. In May the total was but 20,485 tons. In June of last year the exports were 25,746 tons. More than eight times as much iron and steel was shipped through this port last month as was handled through Philadelphia and Baltimore combined. The exact tonnage were: New York, 34,335 tons; Philadelphia, 2,439 tons, and Baltimore, 1,867 tons.

The principal increase last month was in steel. The leading shipments went to the Far East. The steel bill exports were all made to England. South Africa was the chief buyer of wire, while nails went in about equal proportions to South America and Europe. The pipe exports were mainly for European account.

In June 19,021 tons of steel rails were sent abroad, against 10,037 tons in May. For use in the construction of the extensions to the Japanese government railway system in the north of China 11,454 tons were sent in three lots, while 3,494 tons went to South America. For use in the building of a branch of the Mexican Central 87 tons were shipped, while 345 tons were sent for the Manchester corporation railways and a smaller lot for the municipal traction system in Glasgow.

The steel billets exports were a total of 2,422 tons, 1,277 tons going to Manchester. In three lots, while the balance was consigned in two shipments to Liverpool. The foreign consignments of wire, nails and pipe totaled 9,945 tons last month, whereas they were but 4,353 tons in May.

The wire shipments represented 3,618 tons in June, 2,735 tons to South America, 2,332 tons to the Argentine Republic, in four lots, while 420 tons in shipments, went to Chile, and Brazil received three lots, aggregating 273 tons. To South Africa 344 tons went forward in one lot; 451 tons in shipments to Europe. The total of wire nails shipments was 1,844 tons.

The pipe exports represented 2,583 tons, 2,333 tons of which went to Europe. Other shipments were made to the Philippines, Queensland, Japan and Chile. Of miscellaneous material, such as structural steel, beams, blooms, bars and galvanized iron, 8,153 tons were shipped in June, as against 2,105 tons in May. Last month's exports comprised 4,200 tons of structural steel to Panama and 1,300 tons of bridge material to China.

TO TAKE TOURISTS TO THE ORIENT.

Return of S. G. Tabet, Who Will Make Up New Parties.

Salem G. Tabet has returned to this city after conducting a party of tourists through Egypt, the Holy Land, Syria, Turkey, Greece and the Mediterranean generally.

Mr. Tabet while abroad was also engaged in planning novel tours for the forthcoming season of 1907-08. As luxury, even in countries like Syria, where railroads are practically unknown, is demanded by tourists, Mr. Tabet has made arrangements for the comfort and constant entertainment of those who go with him.

Mr. Tabet while at Beirut met Salem Ibn el Saoud, a powerful prince of the Syrian desert, on his way to pay homage to the Sultan at Constantinople after a stinging defeat given by El Saoud to El-Raschid, a creature of the Sultan. Mr. Tabet's party penetrated into the most known and accessible parts of Egypt and other Oriental countries.

TOBACCO TRUST WILL NOT GIVE UP.

Report of Division Into Many Corporations Denied by Officer.

A representative of the American Tobacco Company said yesterday that there was no truth in the published report that the company was planning to divide the trust into nominally independent corporations, so as to meet the approval of the government, before the latter's suit for monopoly comes up for trial.

This denial can be put down as coming from Mr. Duke and the other officials of the company," he added. "We will make answer to the government in the proper place—that is, in the United States courts."

Edwin P. Grosvenor, special assistant to the Attorney General, also doubted the truth of the report. Neither Mr. McReynolds nor himself had had, he said, any intimation from the tobacco concern that its managers were in a contrite mood for their alleged sins and were ready to confess their monopoly of the tobacco business.

NEBRASKA EXPRESS LAW STANDS.

Federal Court Denies Injunction Restraining 25 Per Cent Decrease in Rates.

Omaha, July 20.—Judge Munger, in the United States District Court, to-day, declined to issue an injunction restraining the Standard Oil Company from reducing its express rates 25 per cent from the schedule of January 1, 1907. The companies affected are the Adams, American, United States, Wells-Fargo and Pacific Express companies.

TENNESSEE OIL INDICTMENTS STAND.

Standard Officers in Indiana May Be Summoned to Answer 1,524 Counts.

Memphis, July 19.—Judge McCall, of the United States court, decided to-day that the federal grand jury which returned an indictment of 1,524 counts against the Standard Oil Company was acting within its jurisdiction. Standard Oil attorneys had made a motion to quash the indictments, alleging that the federal grand jury of this district did not have the power to indict officers living in another state, even though the alleged crimes were committed in Tennessee. This motion Judge McCall has overruled. The effect of the decision will be that officers living in Indiana may be brought here to testify. The Standard Oil Company was indicted for forming alleged illegal combinations with certain railroads on freight rates to shut off competition.

THE WEEK'S BANK CHANGES.

	July 13.	July 20.	Change.
Loans	\$1,104,825.00	\$1,101,985.00	Inc. \$2,840.00
Deposits	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Reserve	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Capital	\$1,000,000.00	\$1,000,000.00	Inc. \$0.00
Surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net liabilities	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net surplus	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net capital	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00
Net assets	\$2,749,000.00	\$2,757,000.00	Inc. \$8,000.00